

WILSON'S SHAREWELL: NOTE GOES TO GERMAN

DIG RED SEAL ON RALSTON'S LETTER HELPS HI SIBLEY

South Bend Newspaper Man
Says It's Harder to Get Into
France Than for Camel to
Pass Through Needle's Eye.

HAS NARROW ESCAPE IN AIR RAID ON PARIS

Braves Channel Trip Twice
Where There's Always a
"Sporting Chance" to Be
Torpedoed by Submarine.

By Hi Sibley.

LONDON, May 27.—Phew! I have just returned from a week in France, getting into that country and out again is about as hard as it is for the proverbial camel to wriggle through the eye of the proverbial needle, and then do it all over again, but first, after a Thanksgiving dinner. No one is supposed to enter France unless he has business of the utmost importance; newspaper business is not regarded as such. On the contrary, a newspaper person in Paris has about the same status as a pole-cat in a summer resort. He is eyed with suspicion; he is pursued (at a safe distance) for he is made as uncomfortable as it is possible to make him, yet no one seems to have the temerity to openly chase him away.

In fact, had my objective in France been newspaper business, solely, I doubt if I should have been able to edge in at all. Skeptical persons should remember that regulations today are 10 times as exacting as they were six months ago, and the newspaper man is the goat. As for the camera man, they are out of it entirely. I met a Chicago movie operator here in London. He had spent six weeks of ceaseless effort trying to get permission to take a picture of the troops reviewing, but it was no use. He wasn't allowed to unlimber his lens, even. He had tackled every man of influence from Sir Thomas Lipton up.

Seal Helps Hi Through.

So he spent the six weeks cussing the British war office, the British mind, and everything else British; he ran out of cues words and has come over to France to learn some new ones. For American persistence he has anyone beaten that I ever heard of; his experience would make a story all by themselves. But to return. The only thing that got me through to Paris was a letter from Gov. Ralston. It mentions "red cross work" in addition to the political weight of this handy document. It bears a large, impressive red-and-gold seal which no foreign official is able to resist. That seal is wonderfully efficacious wherever it is used. Ready English that seal has helped me over many a rocky ridge. It proved an "open sesame" to Paris.

Before leaving London one must get a special passport from the French consulate at the railway station. He must fill out a slip giving details of address, age, name, nationality and the like; at Folkestone he must wait in line two hours for his passport to be issued. This is the only way he leaves the channel steamer at Boulogne, and at Paris no hotel will allow him to register unless his passport is satisfactorily viced. Returning to England a more rigid inspection is made, including a medical examination, all of which consumes hours and makes the long day's journey exceedingly tedious—particularly in the heat of the summer. But I am going back to Paris again, and in a few days London seemed exciting when I first came, but it is nothing compared to Paris and northern France. There one is at the very back door of the war.

A "Sporting Chance."

But I am getting ahead of the story. We must first cross the channel. This, as an Englishman observed, is always a sporting chance of getting torpedoed. Only two routes are now open; from Folkestone to Boulogne running once a day, and from Folkestone to Dieppe three times a week. The channel steamers are comparatively fast; about 20 knots, and every precaution is taken against the possible torpedo. It is indeed a "sporting chance." Lifeboats are swung out in readiness and the crew is always ready. In addition there are great piles of them in convenient places above and below deck. Two lookouts in the bow with glasses scan the waters ahead constantly, and four on the bridge and two amidships are always alert for the sight of a hostile periscope. Woe unto the submarine that shows its cyclops eye above the waves within a few hundred yards, for the channel steamers are pledged to make chase, and being much speedier than the submarine, which cannot dive quickly, the chances are that the latter would come to grief. When I crossed the first time a destroyer escorted us; a long, lean, smoky craft with white wave crests painted on its bows to mislead the submarine as to its real speed. Then in the offing could be seen several warships, and part of the route was protected with buoys carrying mines and torpedo nets. I was told the war office intended to string this entirely across the channel. Perhaps two miles was already done.

(CONTINUED ON PAGE 11.)

Latest Bulletins From War Zone

AMSTERDAM, June 9.—Aviators of the allies are keeping up continuous activity over Belgium. The German supply depots and the railway station at Ghent were bombed on Monday.

LONDON, June 9.—The British collier Lady Salisbury has been sunk by a German submarine in the North sea off Harwich with the loss of her chief of command. This is the ninth ship reported sunk by German submarines in the waters around the British Isles within the past 24 hours, the total loss of life being 20.

PARIS, June 9.—The French army driving against the German position in the forest of Le Pretre in a violent effort to open up the way to Metz has just achieved an important success by capturing three lines of German trenches. It is stated in an official communiqué issued by the French war office today.

ROME, June 9.—The Hungarian port city of Fiume, one of the important Austrian naval bases on the Adriatic sea has been bombed by the Italians. The Italians were able to destroy a motor before being made prisoners.

ALLIES' TRANSPORT IN DARDANELLES IS SUNK

Observation Post Is Also Destroyed.
According to Constantinople Report.

CONSTANTINOPLE, June 9.—The sinking of one of the transports of the Anglo-French forces at the Dardanelles is reported in an official statement issued by the war office today. An observation post of the allies near Avburnu was destroyed by the Turks. The statement in full follows: "On Tuesday there was no action of any consequence on the Dardanelles front. Earlier, on Monday morning, our artillery destroyed an observation post near Avburnu. Our batteries on the Anatolian coast during the day of Monday successfully shelled the enemy camps north of Sedd-el-Bahr, (at the western entrance to the Dardanelles) also hostile transports. Fire broke out on board a transport which had been hit by Turkish shells. The transport capsized and sank. Other transports left the vicinity at great speed."

STRIKE SENTIMENT GROWS AMONG CAR EMPLOYES

Reply of Chicago Surface Line Workers Held Up Pending Elevated Lines' Action.

CHICAGO, June 9.—Although the reply of the surface lines employees to the company's offer of a three per cent wage increase will not be made until after President Burton I. Budd has made an offer to the employees of the elevated lines, union leaders of the conductors and motormen today declared that sentiment in favor of a strike was growing among the men. They are dissatisfied with the wage offer, it was stated, because it gives no increase to the men who have been employed on the surface lines five years or longer.

Representatives of the elevated employees will meet President Budd late today to hear his proposition. Union officials said today that an offer from the company to arbitrate the wage question would be flatly turned down. International President W. D. Mahon of the Amalgamated Association of Electric and Railway Employees, who is in Detroit, will not come to Chicago, but the whole situation here will be handled by the local officials of the union and Edward McCormack, a member of the executive board of the international organization, who is here.

TEUTONS UNDERTAKING BOLDEST CAMPAIGN

Austro-Germans Make Effort
to Surround Russians in
Northern Galicia.

BERLIN, June 9.—Successful in the first stages of their operations, the German and Austrian general staffs are now engaged upon the boldest and mightiest campaign yet attempted in the eastern theater of war. It is an effort to surround the great Russian army in northern Galicia by a sudden drive northward from the Tisza river and take its hundreds of thousands of men prisoners. General Linsingen's forces are already east of Lemberg toward which point the Russian army which evacuated Przemyśl fled.

Along the San river, where the Russians were reinforced, fighting is again becoming violent. The Austro-German armies are equipped with arms and ammunition for the great operations under way, but trepidation is being caused in some quarters by the possibility that the Austrians and Germans may wear themselves out by forced marches and continuous fighting before they come to grips with the main Russian army in northeastern Galicia. Prince Eitel Friedrich, son of the kaiser, has arrived at Przemyśl. It is learned from an semi-official source that the Germans have introduced in the western theater of war a new gun of the biggest caliber ever known. It fires a 17 1/2-inch shell and has a range of 23 miles. One of the guns was recently used in the bombardment of Verdun.

PRISON BOARD DENIES CLEMENCY TO FRANK

Governor Now Only Hope of
Convicted Man to Avert
Hanging June 22.

ATLANTA, Ga., June 9.—Only the clemency of the governor of Georgia now stands in the balance between Leo M. Frank, convicted of the murder of 16-year-old Mary Phagan, and the hangman's noose. By a vote of two to one, the Georgia prison commission shortly before noon, after an exhaustive review of all the evidence and arguments in the case, that the commission would not interfere with the death sentence of the court. Two members of the commission, R. E. Davidson and E. L. Rainey, recommended no interference with the sentence. Commissioner T. E. Patterson was in favor of a life sentence being substituted. The governor was informed at noon of the decision of the commission.

The two members of the commission submitted brief opinions to the governor stating that sufficient evidence to warrant interference with the verdict of the court and the sentence had not been shown the same. Commissioner Patterson submitted a lengthy report recommending clemency and giving his reasons. Frank received the news stoically, but refused to comment on the decision and also refused to see newspaper reporters for the first time since the trial.

The next move will be made by the governor who will set a date for the hearing of Frank's petition. This announcement is expected shortly.

Frank is now under sentence to be hanged June 22.

REGRETS BRYAN'S ACTION

Gov. Dunne Says There Can Be No
Question of Motives.

SPRINGFIELD, Ill., June 9.—Regret over the resignation of Sec'y Bryan was expressed today by Gov. Dunne. "It is a matter of extreme regret," he said, "that two great men who have worked and thought and felt so harmoniously and successfully along the same lines for so many years, have been compelled to differ at such a critical time in the affairs of the nation. That both are acting from the deepest conviction and from the highest of motives can not be doubted."

ITALIANS REPORT GAINS AGAINST AUSTRIANS

Fighting Grows More Violent
Around Tolmino Where the
Enemy Is Entrenched.

ROME, June 9.—Gains of from two to six miles are reported for the Italian forces which are at grips with the Austrians over front stretching from Caporetto to the Gulf of Trieste in the Austrian crown land of Gorizia. The fighting has grown more violent around Tolmino (Tolmeina) on the Isonzo river where the Austrians are strongly entrenched. The fierce assaults of the Italians are weakening the Austrian line between Monte Nero and Tolmeina and the capture of Tolmeina is expected in the immediate future.

(Tolmeina lies in the valley of the Isonzo near its junction with the Idria and is surrounded by lofty mountains which afford an excellent natural barrier.) German troops and German guns are reported to have been rushed into Trent for the defense of the city of Trent against the Italian armies of invasion which are fighting their way toward that city from the south and southeast.

Trench fighting on a large scale has developed in the region of Gradiska. It is now learned that the recent Austrian retreat and the occupation of Monfalcone by Italians was unforced. The city is still in the possession of the Austrians who are strongly fortified.

Monfalcone lies near the Gulf of Panzano upon the railway line which runs into Italy from Trieste. It is four miles east of the Isonzo river; five miles east of Cervignano and five miles south of Gradiska.) The Austrians are sending more troops into the southwestern theater of war. Among the officers shifted there from the eastern theater of war is Gen. Dankl.

Artillery shelling continues without cessation in the Tyrolean Alps.

FIFTY HURT IN WRECK

Eight Likely to Die as Result of
Train Crash.

ENID, Okla., June 9.—Eight persons today were reported to be suffering probably fatal injuries, and 42 others were nursing slight hurts as the result of the wreck of a fast St. Louis and San Francisco passenger train, 18 miles west of here late last night. The train had just crossed a high bridge when it jumped the track and rolled down a 25-foot embankment.

SHIVELY'S CONDITION UN-
CHANGED.

NEW YORK, June 9.—The condition of Sen. Shively is unchanged. He had a good night, resting comfortably this morning.

"GOD BLESS YOU," WILSON'S PARTING WORD TO PREMIER

Retiring Official Returns Same
Prayer Simultaneously with
Executive Following Final
Interview in White House.

BIDS GOOD BYE TO ALL DEPARTMENT EMPLOYEES

WASHINGTON, June 9.—After a conference with President Wilson, Counselor Lansing of the state department today announced that the American note to Germany will be sent to Berlin today, and that it will be published in the United States Friday morning.

The note to Germany was being put into code by Clerk Davis of the state department at 1:30 o'clock. It was understood this task would require about three hours. The last note contained 1,576 words and the present note is believed to be shorter.

WASHINGTON, June 9.—That this government is to send a strong and pointed rejoinder to the German government's reply on the Lusitania tragedy is the outstanding opinion here today in connection with the resignation of William Jennings Bryan, premier of President Wilson's cabinet.

The resignation of the secretary of state was the absorbing topic of comment in official and diplomatic circles today and there was a general unanimity of opinion based on the correspondence which passed between the president and secretary of state that the second Wilson note is to be even stronger than this government's communication of May 13.

The note, prepared by the president and revised in certain details as to language by Counselor Lansing of the state department was ready to be cabled to Berlin today, according to the plans of the chief executive. The note, however, will be signed by Robert Lansing, acting secretary of state and not by William J. Bryan.

Mr. Bryan resigned because he refused to sign a note of protest, the freedom of the seas bill he backed up by the American people, the most powerful nation not now involved in the European conflict, in any manner which may become necessary.

MUST FILL BRYAN'S POST IN THIRTY DAYS

Lansing Considered Among the
Possible Appointees—Co-
alition Cabinet Rumored.

WASHINGTON, June 9.—The post of secretary of state, made vacant by the resignation of William Jennings Bryan, must be filled by President Wilson, with a permanent appointment within 30 days.

This is required under the act of Feb. 6, 1892, which provides that a "vacancy occasioned by death or resignation must not be filled temporarily for a longer period than 30 days."

The new secretary need not be confirmed by the senate before he takes office as the president is authorized by law to fill all vacancies that may happen during a recess of the senate. Robert Lansing, counselor of the state department, now is acting secretary of state and he will continue in this capacity until a permanent secretary shall have been named by the president. The chief executive, it is believed, will make his selection under consideration for the premiership, which would be a fitting tribute to his long service for the United States.

There is much talk, however, of a coalition cabinet, and there are many followers of the executive who are said to favor wiping out party lines in the present crisis. Republicans who served at Washington in the premiership and other high places are mentioned for the portfolio in the cabinet.

Philander Chase Knox, secretary of state under the last republican administration, is talked of as a successor for the purpose.

Mr. Bryan then walked with Sec'y Tumulty through the executive grounds to the state department. He plainly showed he had been deeply moved by his parting with the president, but he did his best to smile and joke with the newspaper men. At the state department, Mr. Bryan posed on the front steps with Counselor Lansing for the photographers. One "movie" man called out: "Now, just shake hands." There was no response from Mr. Bryan. The photographer repeated the instructions.

An Affecting Parting.
For nearly 20 minutes Sec'y Bryan discussed various points at issue between them in a friendly manner, when Mr. Bryan arose and said: "Well, you're busy, Mr. President. I won't detain you longer." The president stood up also and the two men said to each other simultaneously, as if it had been rehearsed:

"God bless you." Not another word was said. As Mr. Bryan was leaving the white house, French Ambassador Jusserand arrived and they exchanged a brief parting message for each other on the white house portico. The only foreign diplomat who said goodbye was the Italian ambassador who called for this purpose.

Mr. Bryan then walked with Sec'y Tumulty through the executive grounds to the state department. He plainly showed he had been deeply moved by his parting with the president, but he did his best to smile and joke with the newspaper men. At the state department, Mr. Bryan posed on the front steps with Counselor Lansing for the photographers. One "movie" man called out: "Now, just shake hands." There was no response from Mr. Bryan. The photographer repeated the instructions.

CABLE NOTE TO KAISER REPEATING FIRM STAND ON SUBMARINE WAR

WASHINGTON, June 9.—Counselor Lansing at 1 o'clock announced that he had signed the German note and it would be ready for the cables at 2 o'clock.

WASHINGTON, June 9.—After a conference with President Wilson, Counselor Lansing of the state department today announced that the American note to Germany will be sent to Berlin today, and that it will be published in the United States Friday morning.

The note to Germany was being put into code by Clerk Davis of the state department at 1:30 o'clock. It was understood this task would require about three hours. The last note contained 1,576 words and the present note is believed to be shorter.

WASHINGTON, June 9.—That this government is to send a strong and pointed rejoinder to the German government's reply on the Lusitania tragedy is the outstanding opinion here today in connection with the resignation of William Jennings Bryan, premier of President Wilson's cabinet.

The resignation of the secretary of state was the absorbing topic of comment in official and diplomatic circles today and there was a general unanimity of opinion based on the correspondence which passed between the president and secretary of state that the second Wilson note is to be even stronger than this government's communication of May 13.

The note, prepared by the president and revised in certain details as to language by Counselor Lansing of the state department was ready to be cabled to Berlin today, according to the plans of the chief executive. The note, however, will be signed by Robert Lansing, acting secretary of state and not by William J. Bryan.

Mr. Bryan resigned because he refused to sign a note of protest, the freedom of the seas bill he backed up by the American people, the most powerful nation not now involved in the European conflict, in any manner which may become necessary.

It is now practically certain that this government in unqualified terms will demand of Germany that the freedom of the seas for neutrals must be respected and that above all things the lives and interests of Americans, on peaceful missions bent, must be protected.

The note also is understood to convey to Germany the impression that this great principle of the freedom of the seas will be backed up by the American people, the most powerful nation not now involved in the European conflict, in any manner which may become necessary.

EX-SECRETARY WOULD HAVE OFFERED TO ARBITRATE CASE

Bryan Also Declares Belief
That President Should Warn
United States Citizens to
Keep Off Belligerent Vessels.

POINTS OUT REASONS FOR RESIGNING POST

WASHINGTON, June 9.—William Jennings Bryan today declared that the disagreement with President Wilson over the application of the principle of the United States that Germany cease submarine attacks upon merchantmen, was one of two reasons why he resigned from the cabinet. The second reason was his disagreement over Mr. Bryan's suggestion that Americans be warned against traveling on belligerent vessels or with cargoes of ammunition.

Mr. Bryan's statement given out at the moment the note to Germany was put on the cables this afternoon, is as follows: "My reason for resigning is clearly stated in my letter of resignation, namely, that I may employ as a private citizen the means which the president does not feel at liberty to employ. I honor him for doing what he believes to be right and I am sure that he desires, as I do, to find a peaceful solution of the problem which has been created by the action of the submarines."

"Two of the points upon which we differ, each conscious in conviction, are, first, as to the suggestion of investigation by an international commission, and second, as to warning Americans against traveling on belligerent vessels or with cargoes of ammunition. I believe that this question should frankly state to Germany that we are willing to apply in this case the principles which we are bound by treaty to apply to disputes between the United States and the countries in which we have made treaties providing for investigation of all disputes of every character and nature. These treaties resolved under the administration make war practically impossible between this country and the 20 governments representing nearly three-fourths of all the people of the world. Among the nations with which we have these treaties are Great Britain, France and Russia. No matter what dispute may arise, between us and these treaty nations, we agree that there shall be no declaration of war and no commencement of hostilities until the matter in dispute have been investigated by an international commission and a year's time is allowed for investigation and report."

Germany Accepted Plan.
This plan was offered to all the nations without any exceptions whatever and Germany was one of the nations that accepted the principle, being the 13th, I think, to accept. No treaty was actually entered into with Germany, but I cannot see that that should be a reason for not accepting the offer, which would at once relieve the tension and silence all the jingoes who are demanding war. Germany has always been a friendly nation and a great many of our people are of German ancestry. Why should we not deal with Germany according to this plan which the nation has pledged its support?

"The second point of difference is as to the commission which is proposed in regard to the American sailing on belligerent ships or with cargoes of ammunition. "Why should an American citizen be permitted to involve his country in war by traveling upon a belligerent ship, when he knows that the ship will pass through a danger zone?"

Not Question of Right.
The question is not whether an American citizen should be under international law to travel on a belligerent ship and the question is whether he ought not, out of consideration for his country, if not for his own safety, avoid danger when avoidance is possible. It is a very one-sided citizenship that compels a government to go to war over a citizen's right and yet relieve the citizen of all obligation to consider his nation's welfare. I don't know just how far the president can legally go in actually preventing Americans from traveling on belligerent ships, but I believe by traveling upon a belligerent ship, when he knows that the ship will pass through a danger zone?"

The American policy is a matter for the government and the people to settle for themselves. Political feeling will doubtless run high in America within the next few days, but the issues are clear enough though German agents will attempt to confuse the public mind. We hope the United States won't be drawn into the conflict, but it is becoming increasingly difficult for her to remain out of it."

TO WIPE OUT OASIS

"Dry" Advocates Prepare Campaign
in Gas City, Ind.

GAS CITY, Ind., June 9.—"Dry" advocates of this city, the only place in Grant county where saloons exist, today began preparations for a campaign which they hope will result in the extermination of three liquor places. The county commissioners have fixed July 6 as the date for the option election.

Bryan Also Declares Belief
That President Should Warn
United States Citizens to
Keep Off Belligerent Vessels.

POINTS OUT REASONS FOR RESIGNING POST

WASHINGTON, June 9.—William Jennings Bryan today declared that the disagreement with President Wilson over the application of the principle of the United States that Germany cease submarine attacks upon merchantmen, was one of two reasons why he resigned from the cabinet. The second reason was his disagreement over Mr. Bryan's suggestion that Americans be warned against traveling on belligerent vessels or with cargoes of ammunition.

Mr. Bryan's statement given out at the moment the note to Germany was put on the cables this afternoon, is as follows: "My reason for resigning is clearly stated in my letter of resignation, namely, that I may employ as a private citizen the means which the president does not feel at liberty to employ. I honor him for doing what he believes to be right and I am sure that he desires, as I do, to find a peaceful solution of the problem which has been created by the action of the submarines."

"Two of the points upon which we differ, each conscious in conviction, are, first, as to the suggestion of investigation by an international commission, and second, as to warning Americans against traveling on belligerent vessels or with cargoes of ammunition. I believe that this question should frankly state to Germany that we are willing to apply in this case the principles which we are bound by treaty to apply to disputes between the United States and the countries in which we have made treaties providing for investigation of all disputes of every character and nature. These treaties resolved under the administration make war practically impossible between this country and the 20 governments representing nearly three-fourths of all the people of the world. Among the nations with which we have these treaties are Great Britain, France and Russia. No matter what dispute may arise, between us and these treaty nations, we agree that there shall be no declaration of war and no commencement of hostilities until the matter in dispute have been investigated by an international commission and a year's time is allowed for investigation and report."

Germany Accepted Plan.
This plan was offered to all the nations without any exceptions whatever and Germany was one of the nations that accepted the principle, being the 13th, I think, to accept. No treaty was actually entered into with Germany, but I cannot see that that should be a reason for not accepting the offer, which would at once relieve the tension and silence all the jingoes who are demanding war. Germany has always been a friendly nation and a great many of our people are of German ancestry. Why should we not deal with Germany according to this plan which the nation has pledged its support?

"The second point of difference is as to the commission which is proposed in regard to the American sailing on belligerent ships or with cargoes of ammunition. "Why should an American citizen be permitted to involve his country in war by traveling upon a belligerent ship, when he knows that the ship will pass through a danger zone?"

Not Question of Right.
The question is not whether an American citizen should be under international law to travel on a belligerent ship and the question is whether he ought not, out of consideration for his country, if not for his own safety, avoid danger when avoidance is possible. It is a very one-sided citizenship that compels a government to go to war over a citizen's right and yet relieve the citizen of all obligation to consider his nation's welfare. I don't know just how far the president can legally go in actually preventing Americans from traveling on belligerent ships, but I believe by traveling upon a belligerent ship, when he knows that the ship will pass through a danger zone?"

The American policy is a matter for the government and the people to settle for themselves. Political feeling will doubtless run high in America within the next few days, but the issues are clear enough though German agents will attempt to confuse the public mind. We hope the United States won't be drawn into the conflict, but it is becoming increasingly difficult for her to remain out of it."

TO WIPE OUT OASIS

"Dry" Advocates Prepare Campaign
in Gas City, Ind.

GAS CITY, Ind., June 9.—"Dry" advocates of this city, the only place in Grant county where saloons exist, today began preparations for a campaign which they hope will result in the extermination of three liquor places. The county commissioners have fixed July 6 as the date for the option election.

Should Not Carry Ammunition.
"I think, too, that American passenger ships should be prohibited from carrying ammunition. The lives of passengers should not be endangered by cargoes of ammunition whether that danger comes from possible explosions within or from possible attack."

"I think, too, that American passenger ships should be prohibited from carrying ammunition. The lives of passengers should not be endangered by cargoes of ammunition whether that danger comes from possible explosions within or from possible attack."

Should Not Carry Ammunition.
"I think, too, that American passenger ships should be prohibited from carrying ammunition. The lives of passengers should not be endangered by cargoes of ammunition whether that danger comes from possible explosions within or from possible attack."

Should Not Carry Ammunition.
"I think, too, that American passenger ships should be prohibited from carrying ammunition. The lives of passengers should not be endangered by cargoes of ammunition whether that danger comes from possible explosions within or from possible attack."

Should Not Carry Ammunition.
"I think, too, that American passenger ships should be prohibited from carrying ammunition. The lives of passengers should not be endangered by cargoes of ammunition whether that danger comes from possible explosions within or from possible attack."

Should Not Carry Ammunition.
"I think, too, that American passenger ships should be prohibited from carrying ammunition. The lives of passengers should not be endangered by cargoes of ammunition whether that danger comes from possible explosions within or from possible attack."

Should Not Carry Ammunition.
"I think, too, that American passenger ships should be prohibited from carrying ammunition. The lives of passengers should not be endangered by cargoes of ammunition whether that danger comes from possible explosions within or from possible attack."

Should Not Carry Ammunition.
"I think, too, that American passenger ships should be prohibited from carrying ammunition. The lives of passengers should not be endangered by cargoes of ammunition whether that danger comes from possible explosions within or from possible attack."

Should Not Carry Ammunition.
"I think, too, that American passenger ships should be prohibited from carrying ammunition. The lives of passengers should not be endangered by cargoes of ammunition whether that danger comes from possible explosions within or from possible attack."

Should Not Carry Ammunition.
"I think, too, that American passenger ships should be prohibited from carrying ammunition. The lives of passengers should not be endangered by cargoes of ammunition whether that danger comes from possible explosions within or from possible attack."

Should Not Carry Ammunition.
"I think, too, that American passenger ships should be prohibited from carrying ammunition. The lives of passengers should not be endangered by cargoes of ammunition whether that danger comes from possible explosions within or from possible attack."